RAILROADS RESTORE TEXAS GRAIN RATES.

Advance of Through Tariff Over Proportional Approximates 4 Cents a Hundred.

COMMISSION. DECISION BY

Rock Island Authorizes Contract for Construction of a Line From Dallas to Galveston-Changes.

The railroads of the Southwest, at a meeting in St. Louis yesterday, decided to restore rates on grain and grain products from interstate to Texas points from the

restore rates on grain and grain products from interstate to Texas points from the proportional to the old through basis.

The through rate tariff on grain and grain products from Missouri, Kansas and Nebraska to Texas points will become effective on December 15. This restoration practically means an approximate advance of 4 cents a hundred pounds.

The rate clerks of the lines interested will meet in the office of the Southwestern Tariff Committee in the Fullerton building, next Thursday, and prepare a new tariff. But it is stated by one of the freight officials present at yesterday's meeting of the committee, with Chairman Cale, that 4 cents is the average raise.

Present at the meeting were: J. E. Gorman, general freight agent; F. C. Maegly, assistant general freight agent, and Cnief Rate Clerk Marsh of the Santa Fe; J. M. Johnson, third vice president and freight traffic manager, and E. B. Boyd, general freight agent, ince east of the Missouri River, of the Rock Island; A. S. Dodge, freight traffic manager, and J. A. Middleton, general freight agent, of the Frisco; C. Halle, traffic manager, and F. E. Leland, assistant general freight agent, of the Katy; J. P. Park, general freight tagent, of the Katy; J. P. Park, general freight agent, of the Missouri Packine and the Iron Mountain; D. B. Keeler, vice president and traffic manager, and W. F. Sterley, assistant general freight agent, of the First worth and Denver City; J. C. Mangham, assistant general freight agent and Persenter agent, of the Fort Worth and Denver City; J. C. Mangham, assistant general freight agent, and Persenter agent, of the Fort Worth and Denver City; J. C. Mangham, assistant general freight agent, and Persenter agent, of the Fort Worth and Denver City; J. C. Mangham, assistant general freight agent, and Persenter agent, of the Fort Worth and Denver City; J. C. Mangham, assistant general freight agent, and Persenter agent, of the Fort Worth and Denver City; J. C. Mangham, assistant general freight agent, Pass.

FROM PACIFIC TO ATLANTIC. Gould's Orient Coup a Most Important Railroad Move.

Railroad Move.

REPUBLIC SPECIAL

New York, Nov. 29.—The formal announcement that George Gould and W. C. Purdy, late president of the Chicago and Rock Island Railroad, have become directors of the Kansas City, Mexico and Orient Railroad is a matter of great importance to the railroad world, as indicating the comprehensive plans of the Gould system of railroads.

President Stilwell of the Kansas City, Mexico and Orient has been in Bultimore recently, says the News of that city. It adds:

President Stilwell of the Kansas City, Mexico and Orient has been in Beltimore recently, says the News of that city. It adds:

"The Kansas City, Mexico and Orient lime, or the Orient road, as it is now becoming known, is being built almost as an air line from Kansas City through Kansas, Oklahoma, Texns and Mexico to Port Topolalbapo, hereafter to be called Port Stilwell, on the Pacific Coast, in Mexico. It is 1,600 miles long. This line will reduce the distance from Kansas City to the Pacific Coast by fifty miles, it being that much shorter than any line in existence, and now that Mr. Gould has joined its directory, and that a traffic alliance has been made with the Gould system, it will furnish a Pacific outlet and make a transcontinental line, having its Adantic Coast terminus at Baltimore, and its Pacific Coast terminus at Baltimore, and its Pacific Coast terminus at Port Stilwell. About 600 miles of the line will be in Mexico and about 1,000 in the United States.

"In addition to shortening the distance to the Pacific Coast it will so greatly reduce the distance to the west coast of South America that travelers from that saction bound to New York, who have heretofore gone by way of San Francisco, will, when this line is completed, be able to reach New York in a shorter time than they have heretofore been able to reach San Francisco, and, when at San Francisco, they would still be five or six days' journey from New York.

"The thousand miles of this line through the United States will pass through a rich mineral region, while in Oklahoma it cuts through a great stretch of territory now without railroad facilities, but very thickly settled and rapidly becoming one of the most populous agricultural regions of America.

"With the letting of contracts, for the carrying out of Mr. Gould's promises re-

settled and rapidly becoming one of the most populous agricultural regions of America.

"With the letting of contracts, for the carrying out of Mr. Gould's promises regarding the fullect development of the Western Maryland and the West Virginia Central, connecting these roads up with the Wabash system, and, with the completion of the Orient line, which is being hurried forward as rapidly as possible, it may be possible that within two or three years Baltimorans will be able to hear the conductor call out: 'All aboard for the Pacific Coast,' with through trains from Baltimore to Port Stilwell."

FRISCO OFFICIAL RESIGNS.

foreman La Clair Will Complete Twenty-Seven Years' of Service. J. J. La Clair, foreman of the St. Louis the Frisco, has resigned, his resignation to the Frisco, has resigned, his resignation to become effective on December 1.

Mr. La Clair has been with the Frisco twenty-seven years, and the employes who have worked under him have presented to him a token of their high regard. Among his associates he has been noted for his honesty, his attention to business, his interest in the welfare of the employes and his fidelity to the company. Superintendent Hancock is in receipt of a letter from the employes of the mechanical department, attenting his qualifications as a man and as a foreman and expressing regret that Mr. La Clair has resigned.

Townsend in the Southwest. REPUBLIC SPECIAL. Dallas, Tex., Nov. 29.—H. C. Townsend of St. Louis, general passenger agent of the Missouri Pacific and the Iron Mountain systems, and one of the best-known pas-senger men in the country, is visiting den-eral Passenger Agent Turner of the Texas and Pacific to-day.

Frisco Absorbs C. & E. I. Office. EPUBLIC SPECIAL

THE VALUE OF CHARCOAL

Few People Know How Useful It Is in Preserving Health and Beauty.

Nearly everybody knows that charcoal is Nearly everybody knows that charcoal is the satest and most efficient disinfectant and puttier in nature, but few realize its value when taken into the human system for the same creansing purpose.

Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

arcoal sweetens the breath after amok-drinking or after eating orions and or odorous vegetables, sarcoal effectually clears and improves complexion, it whitens the teeth and her acts as a natural and eminently cathartic, absorbs the injurious gases which col-in the stomach and bowels; it disin-st the mouth and inroat from the poison attarn. All druggists sell charcoal in one form or mother, but probably the best charcoal and he most for the money is in Stuart's Ab-orbent Lyzenges; they are composed of he finest powdered Willow charcoal, and wher harmless antiseptics in tablet form or rather in the form of large, pleasant asting lozenges, the charcoal being mixed with honey.

or rather in the form of large, pleasant tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and purer blood, and the beauty of it is, that no possible harm can result from their continued use, but on the contrary, great benefit.

A Buffalc physician in speaking of the benefits of charcoal, says: "I advise trust's Absorbent Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; I also believe the liver is greatly benefited by the daily use of them; they cost but \$5 cents a box at any stores, and eithough in some sense a betent preparat..., yet I believe I get more and better charcoal in Stuart's Absorbent Lozenges than in any of the orders, charcoal tablets."

CHANCE! NEARING THE E NOTIONS ALMOST GIVEN AWAY. 5C Lison Thread. 3C Pearl Buttons. 5C vet Binding, 4 yds.

Great Sale Century's \$100,000 Fall and Stock! McCall's Latest Bazaar Patterns, 10e, 15e.

10 TO 12 A. M. 8 TO 10 A. M. 2 HOURS ONLY. for 7c Cauton Flannel, mediun weight. 2 HOURS ONLY. 410 for 10c yard-wide 8c for 15c mercerized Spun Glas 456 for 1 Twilled Foulard Silks,

386 for 75c Double Blankets. 89c for pair to Lace Curtains, 35 19c for 35c Satins, all colors, 19 210 for 6%c white Shaker Flan-25c for 50c Combination Feather | 19c for 50c Oil Opaque Windows

79c FOR \$1.50 VENETIANS

\$1.25 for \$2.50 home-made Bed Extraordinary Sale

\$2.98 Room Rugs FOR \$5 and \$6 CALI-FOR \$1.50 VENETIANS

AND BROADCLOTHS.

600 yards French AllWool Venetians and Broadcloths, 54 Inches wide, all latest colors, regular price \$1.50 per yard, in this regular price \$1.50 per yard, in this \$790 to \$1.50 per

10 Tables Century's Toys and Dolls

bisque heads. open or moving eyes, shees and stockings, ex-ceptional val-ues, 250 plete assort-

Dolls' Cradles, white enam-eled, large size..... Magic Lanterns, first class in every respect. Including 12 slides, Drums, fancy metal, sheepskin showing 48 pictures— \$1.00 head, including sticks— 150 honday.



Doll Heads, Balky Mule and Clown, original Doll Bodies, imported article, runs backward Arms, Wigs, and forward lots of fun, same 250 as others sell at 50c—Monday. Stockings, com-plete assort-key, Monday..... ment, prices Boll Chairs and Rockers, Shoo Fly Rockers-special Monday

To-morrow we will place on sale the last of this great stock at prices to make them sell quick. We have space only to mention a few of the thousands of rare values offered to-morrow, date styles, black and colors,

18c for Ladies' and Men's Rubbers. 596 for Century's \$1 Boys' Buckle Arctics, heavy gum soles.

\$1.49 for Century's & Shoes, box velours and Casco caif, extension soles, snappy styles. 49c for Century's \$1 Misses' School Shoes, sizes 12 to 2.

690 Ladies Shoes, vici kid, patent leather tips. 49c for Century's 85c Children's Shoes, extension soles, elegant wearers.

\$1.29 for \$2 Ladies Shoes, vici kinextension soles, stylist 89c for Century's \$1,50 Misses' School Shoes, heavy double soles, extension edges. 12c for Boys' 35c Winter Caps.





SEVENTH AND FRANKLIN AVENUE

PHENOMENAL SALE CLOAKS, SUITS, SKIRTS,

For Ladies' \$10 Jackets.

\$9.95 for Ladies' \$15.00 Long Monte Carlos, ornaments and iniaid velvet, new bishop sieeves. \$16.95 for Century's \$25.00 Electric Seni Jack-\$7.95 for Century's Ladies' \$12.00 Monte Carlos. inverted pleat, high storm collar, roll cuffs, in tan, blue and black, trimmed with fancy ornarius, in tan, blue and black, trimmed with fancy ornarius.

98c for Girls' \$2.00 Jackets, large sallor collar, trimmed with braid; biggest bargain of the



Ladies' Golf Gloves. Exquisite line, solid colors and fancy patterns. 4sc. Mc & 250 Fleece-Lined Hose.

Misses' and Children's finest cashmere wool ribbed Hose, positively foc values, sizes 5 to 9 Monday. 250

ALL ALTERATIONS FREE.



Ladies' extra heavy blocycle ribbed. sizes 6 to 10. Misses' 1x1 ribbed. sizes 1 to 9 full seamless and fast black — 19c vals., Mon... 1226 Former price \$2.50.

Ladies' Underwear.

\$1.98 for Ladies' \$3.00 Mink and Sable Scarfs, \$1.98 six marten tails.

\$4.95 for Century's \$7.00 Plush Capes, 30 inches \$4.95 for State Monte Carlos or Box Coats, Oxford, brown or blue, velvet collar, lined throughout; swellest garment on the market, loop, for Giris' \$2.00 Ladies' Monte Carlos or Box Coats, Oxford, brown or blue, velvet collar, lined throughout; swellest garment on the market, loop for Giris' \$2.00 Ladies' Rame and a support of the Meiba style, nonshrinking wool, excellent values... \$1.25 and \$1.50 and Misses' Union Suits.

> Boys' Underwear. vals., Monday 210

Men's Underwear.

Flannel Overshirts, Men's Sox.

Velvet or scratch felts, up-to-

50c for Ready-to-Wear Hats. \$1.25 for Trimmed Hats.

\$1.99 for Trimmed Hats.

Cashmere Wool Hose. \$2.48 for Trimmed Hats.



SHEET MUSIC, 6c.

Extra ribbed and fleeced Vests or Pants, except to at oargains for Monday, 35c and 25c

On Saturday night, Dec. 27, we will positively give away \$425 ESTEY PIANO and 5,000 AMERICAN BEAUTY CORSETS and many other valuable prizes. ALL PRIZES ON EXHIBITION, Remember, it costs nothing to become a contestant. For further information apply at Corset Dept.



\$4.95 for Isidor Kaufman & Co.'s \$9.75 For Isidor Kaufman & Co.'s \$4.95 for Isidor Kaufman & Co.'s

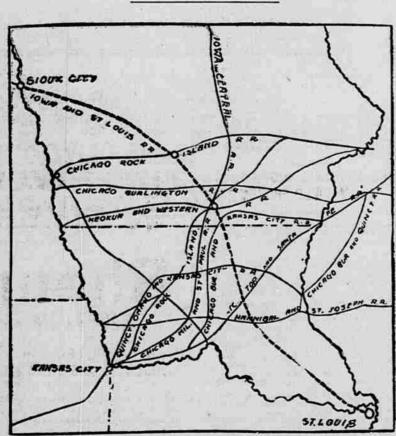
\$9.75 for Isidor Kaufman & Co.'s \$1.45 for Isidor Kaufman & Co.'s \$2.45 for Isidor Kaufman & Co.'s \$4.85 for Isidor Kaufman & Co.'s \$4.95 for Isidor Kaufman & Co.'s

for Isldor Kaufman & Co.'s & Boys' Over coats.

TO-MORROW. TO-MORROW. 980 10c for 50c Kne

TO-MORROW. 95c for \$2.00 Boys

GATES'S ST. LOUIS RAILROAD TAPS NORTH MISSOURI COAL.



IOWA AND MISSOURI RAILROAD. Partly constructed, which will connect Sioux City and St. Louis.

the intention of the builders to bring, the road into St. Louis from Sloux City, Ia., and this means that, without an agreement with the Wabash, the road will have to build a bridge across the Missouri River. And it means that this road, unless taken in by one of the larger systems, before it is completed, will add another road to the total of railroads now entering St. Louis. Here will be a candidate for the Terminal Association membership perhaps, or the road may line up with the Rock Island or the Frisco, or any other of the roads now in St. Louis, or even with the Miwaukee or the Northwestern or the Santa Fe, either of which would be glad to secure an entrance into St. Louis, Mo. Whether the Gates purtners mean to build this road as announced, or shown on the map, is simply a thing that must be trusted to their word. It is announced that the road will be completed. Hawley and Gates may connect this line with the Iowa Central.

If the line is the work of promoters, who hope to sell at a good price, then it may never be completed, if one of the larger roads secure control of it. Or, one of the larger systems could complete it into St. Louis and find it a good paying property. If it is intended to round thi: road out for a system moving down to the Missouri, and across at about Jefferson City, and them on to the Southwest to the Ozark and Cherokee Central, or one of such lines in the Territories, Arkansas and Texas, there is strong probability that this may be a Rock Island or Frisco project.

No cenfirmation of such relating would have a few miles or connecting line would some that a few miles or connecting line would some importance.

The official report states that the road is profested to run from Sloux City of the line is bene of the Missouri, and track has been obtained. It can be readily seen that a few miles or connecting line would some importance.

The official report states that the road is profested to run from Sloux City to St. Louis, Mo., a distance of skxty miles.

Surveys have been completed fr

The Iowa and Missouri, the name by which the Iowa and St. Louis, the Iowa and Missouri and the Iowa and Dakota Central will be known when the three links are consolidated under one management, is attracting a great deal of attention.

It has become a matter of much interest to St. Louis. It is announced that it is the intention of the builders to bring, the road into St. Louis from its line to the South from Kansas City to the tracks south of the Missouri River, and thus enter into the tracks are consolidated under one management, is attracting a great deal of attention.

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ished to-day, and all of the office furni-ture taken in charge by the Frisco officials. The commercial agent. T. W. Parker of the Chicago and Eastern Illinois, will go to the Frisco general offices in St. Louis.

Santa Fe Tributary Foreclosed. Oakland, Cal. Nov. 23.—With an indebted-ness of \$500,000 hanging over it, the Califor-nia and Nevada Railroad was soid at auc-tion to-day to the Oakland and East Side Railroad Company for \$50,000, the only bid that was made, for the Central Trust Com-pany of New York. The Oakland and East Side Railroad Company is generally regard-ed as tributary to the Santa Fe.

Mexican General Manager Resigns.

REPUBLIC SPECIAL.

Eagle Pass, Tex., Nov. 22.—Lorenzo M.
Johnson has resigned the general managership of the Mexican International Railrosd,
to take effect December 31. He has been
general manager of the road since its first
partial opening, nineteen years ago. Nothing is yet known as to his successor. Santa Fe Again Advances Wages. Topeka, Kas., Nov. 29—The Santa Fe management announced to-day that all the employes in the planing mill of the road will have their wages increased from 12% ocuts to 14 cents an hour. The new scale goes into effect December 1.

Frisco to Build Platter Cut-Off. REPUBLIC SPECIAL.

Denison, Tex., Nov. 23.—Work will begin immediately on the Platter cut-off which will connect the main line of the St. Louis and San Francisco with the recently acquired St. Louis, San Francisco and New

Orleans, which is now being built between Durant and Ardmore, I. T. This line was formerly the Arkansas and Choctaw, but since it has passed into the hands of the Frisco it has been reorganized and its name changed as above.

Rock Island Authorises Contracts for

New York, Nov. 28.—The Rock Island management has authorized contracts for the construction of an extension to that system from Dallas to Galveston, Tex., a distance of 270 miles. The work is to be completed in nite months.

The line to be built will give to the Rock Island the Gulf connection it has had in contemplation for some time.

Frisco-Cotton Belt Arrangement. REPUBLIC SPECIAL REPUBLIC SPECIAL
Dallas, Tex. Nov. 22.—Executive officials
of the Frisco and Cotton Belt railroads, it
was semiauthoritatively announced to-night,
are about concluding an arrangement by
which Frisco trains will be run into Dallas
early in the coming year over the Cotton
Belt tracks from Renner until the Frisco's
extension from Carrollton shall be completed, wrok on which is soon to begin.

From the Alton to the Scuthern. REPUBLIC SPECIAL Bloomington, Ill., Nov. 29.—The appointment of George W. Ball, a passenger engineer of the Chicago and Alton, as muster mechanic of the Western Division, with headquarters at Slater, has been announced to become effective December 1. He such

Genstipati Ruined Dr. Dill's Health.

It will treat you the same way. You can not be constipated and remain strong and well. Indigestion and dyspepsia are its symptoms. If you belch you have constipation. Dr. Dill first got constipation, then he lost his appetite, he became weak and sick, his kidneys went back on him and he had to give up his practice.

just as it will cure you. Constipation is the rotting of undigested food in the stomach. A physic won't cure. It makes it worse. Pills, Castor-oil, Salts and other such treatments are no good in a case like this. Dr. Dill tried them all. Mull's Grape Tonic will not physic a well man. Its action on a constipated person is quick and permanent.



DR. DILL, St. Louis, Me.

A St. Louis Doctor Tells How He Was Cured. Gentlemen:-I beg to thank you for calling my attention to Mull's Grape Tonic, some time ago. Gentlemen:—I beg to thank you for calling my attention to Mull's Grape Tonic, some time ago.

My profession requires close application and confinement to the office, and after several years of this indoor, sedentary life, my health completely broke down; my stomach was bad, my liver out of sorts and I felt tired and worn-out all the time.

When you first showed me Mull's Grape Tonic I was skeptical, but took your word for it, and now after taking several bottles, feel as well as I ever did in my life. It is a splendid medicine for the stomach and bowels, and the best general tonic I ever saw. I thank you again for calling my attention to Mull's Grape Tonic. Yours very respectfully,

810 North Broadway, St. Louis, Mo.

DR. E. A. DILL.

This is not the only doctor who recommends this great cure. Mull's Grape Tonic is pleasant to take. It will cleanse the entire system of all disease. It will make strong muscles and solid flesh because it makes pure rich blood. If it fails, you can have your money back. The grape is the greatest flesh-builder known. Mull's Grape Tonic is in no way like cathartics and pills. Most people who are run down are sufferers from constipation. Cod-liver oil won't

help them because it increases the constipation habit. Mull's Grape Tonic will positively cure. For a large sample bottle send 10 cents to cover postage to Lightning Medicine Co., Rock Island, III. All druggists sell Mull's Grape Tonic. 50 cents a bottle.

Service | Carriero | C For sale in St. Louis by RABOTEAU & CO., Broadway and Lucas.

ceeds C. Skinner, resigned to accept a like position with the Southern Railway. IMPORTANT RATE DECISION. Involves Right to Impose Charge or

Washington, Nov. 29.—The Interstate Commerce Commission to-day, in an opinion

by Commissioner Prouty, announced its decision in the case of the Diamond Mills against the Boston and Maine Railroad Company. The complainant brings grain from Western points to Buffalo, N. Y., where it is milled, and ships the products to points on defendant's line in New England
The case involved the right of the rail-The case involved the right of the rail-road company to impose an arbitrary charge of 6 cents per 100 pounds for grain milled in transit. To this charge the millers took exception, and, accordingly, brought the case to the attention of the commis-

the case to the attention of the commission.

The commission holds that the shippers are not entitled as a matter of right to mill grain in transit and forward the milled product under the through rate in force on grain from the point of origin to the place of ultimate destination, but that, on the contrary, milling in transit is a special privilege, for which extra compensation is usually exacted by carriers, and which is only permitted by them upder prescribed terms and conditions, and that the railroad company, as party to a joint tariff, acted within its legal right in notifying its immediate connections and the complainant that it would not permit that practice.

It also helds that the railroad company did act unlawfully in imposing the arbitrary charge of 6 cents per 100 pounds in addition to the through grain rate on the milled products forwarded from Buffalo, and that it was and is bound to apply on such transportation from Buffalo its established joint rate on grain products from that point to New England destinations. The complainant is awarded reparation in the sum of \$55, representing the difference between charges exacted according to the 6 cent arbitrary above the through rate on grain and the sum of established rates orgain to and on milled products from Buffalo.

FRISCO'S MARQUETTE PLAN.

Line Will Be Built From the Michigan Road to C. & E. I. Chicago Terminal. The Frisco will connect the Pere Marquette Railroad with the Chicago and Eastern Illinois, it is reported, by a ine to be built to hug the south shore of Lake Michigan. This will give the Marquette a short line around the lake into Chicago, and

will also give the two roads an opportunity to use joint terminals in Chicago.

B. F. Yoakum of the Frisco, president of the system, stated yesterday that he would be absent in New York a week from today, and that he would know nothing of the reported deals, as above, until his return. Mr. Yoakum says he cannot make any statement in regard to these reports further than to state that the Frisco has not purchased the Pere Marquette.

However, The Republic can state in the fullest confidence of later official confirmation that the Pere Marquette will soon be known as a Frisco road, and that, with the Chicago and Eastern Illinois, the Frisco will have a full system north and east of the Mississippi River, which could be, if called upon, made to yield of itself a hand-some surplus without the aid of the Frisco's Southwestern or Southeastern lines.

D. O. IVES IS PROMOTED.

D. O. IVES IS PROMOTED.

St. Louis Man Made General Freight Agent of the Burlington System.

D. O. Ives, general freight agent of the Burlington lines in Missouri, has been promoted to general freight agent of the Burlington lines west of the Missouri. He will be succeeded at St. Louis by W. Fray, assistant general freight agent, George H. Crosby, general freight agent, of the Burlington lines west of the Missouri River, has been promoted to the newly created position of assistant freight traffic manager of the entire Burlington system, with headquarters in Chicago.

Mr. Ives will go to Omaha, and Mr. Gray will have his headquarters in St. Louis. David O. Ives has held the present position since January 1, 1896, Mr. Ives was general passenger and ticket agent of the Hannibal and St. Joseph, St. Louis, Keokuk and Northwestern and the Kansas City. St. Joseph and Council Bluffs, also of the Chicago, Burlington and Kansas City. From April I, 1898, to December, 1892 he was assistant general freight agent of the same roads.

Mr. Ives is one of the best-known and one of the best authorities on freight rates in St. Louis. His promotion has been expected for some time. Mr. Gray is also a popular railroad man and lives in St. Louis.

CLEAR TITLE TO BIG FOUR. Receiver Will Take Its Chicago and

Indianapolis, Ind., Nov. 29.—The applica-tion of the Central Trust Company of New York for foreclosure of mortgage and the appointment of a receiver for the Chicago and Southeastern Railroad (known as the Indiana Midland), is expected to discharge the big indebtedness, or that the Big Four,

which recently acquired control, will have a clear title.

John T. Dye, attorney for the Big Four and president of the Midland, was appointed receiver by Judge Baker, His bond was fixed at \$50,000.

The Central Trust Company is trustee for the bondholders. When the road was built there was a bond issue of \$2,000,000, of which \$1,425,000 was issued. The semiannual interest has been defaulted since 1833. This delinquency amounts to \$748,125, with an additional 5 per cent on the delinquency, making a total indebtedness of \$2,419,256. The Midland runs from Muncle to Brazil, Ind., and for years was managed by Harry Crawford of Chicago.

GOULD'S TERMS ARE MET.

Springfield Raises \$150,000 for Missourl Pacific and I. M. Ratironus.
REPUBLIC SPECIAL.
Springfield, Mo., Nov. 23.—With the close of to-day's work there is no longer any doubt that Springfield will get the Missourl Pacific and Iron Meuntain railroads.
The required \$150,000 for right-of-way and terminals has been practically all raised, and a number of prominent capitalists.

amount.

The large sum has been subscribed withman amount.

The large sum has been subscribed withman amount.

The large sum has been subscribed withman amounts of the large sum has been subscribed with subscribed with subscribed and he arkansas, Springfield an Northwestern, now being located through this county.

Superintendent Jennings Resigns.

Eagle Pass, Tex., Nov. 29.—J. M. Johnson, general manager of the Mexican International, has resigned after nineteen years service. He has been with the road from its inception. President Metcalf is now in New York and nothing is known as to Mr. Johnson's successor. W. O. Jennings superintendent of the Mechanical Department, has also resigned, and Jerome J. Water has been appointed.

BLEEDING LUNGS



Cured by Dr. Bull's Cough Syrup, the old reliable Cured by Dr. Bull's Cough Syrup, the old reliable cough cur
Wm. H. - reder, of Christie street, New York City,
writes: "I ave had a ough ever since my childhood. It was so 'ad that blood would spurt from
my nose, which would leave me weak, so that I was
often compelled t eave my work. Started to take

Dr. Bull's Gough Syrup
and before the third bottle was finished my cough
was entirely gone."
Dr. John W. Bull, who discovered Dr.
Bull's Cough Syrup 50 years are, was the

Dr. John W. Bull, who discovered Dr. Bull's Cough Syrup 50 years ago, was the most successful doctor for all throat an lung diseases the world has ever known. No other doctor has ever been able to devise a better formula. There is no case of throat or lung trouble which Dr. Bull's Cough Syrup will not cure.

Discoverer of Dr. Bull's Cough Syrup.

Do not accept some chesp imitation that contains harmful drugs. Insist or getting "DR. BULL'S." Price 25c. See that the "BULL'S HEAD" is on the package.

SMALL DOSE. PLEASANT TO TAKE

AVOID SUBSTITUTES.